PROPOSED PRECINCT CHARACTER: MONTAGUE

THE VISION FOR MONTAGUE

1. One of the Strategic Directions identified in the Fishermans Bend Vision is the delivery of 'a series of distinctive neighbourhoods that reflect their unique locations, histories and urban form.' To this end, the Vision identifies sets out a vision for Montague in 2050 as follows:

Montague is a diverse and well-connected mixed-use precinct with a range of buildings. It comprises of two neighbourhoods, each with their own character and identity.

Located between the Westgate Freeway and the 109 light rail route, the northern neighbourhood has a strong mixed use focus, including residential and office activity. The buildings are carefully designed to achieve human scale at street level.

The northern neighbourhood is supported by a range of community services co-located within mixed-use developments. Normanby Road is a vibrant boulevard and an extension of Williamstown Road, with a strong cycling connection linking Fishermans Bend to the CBD.

The southern neighbourhood has a range of building types. Its network of gritty streets and laneways support a myriad of businesses, including shops, cafés and creative industries that contribute to the neighbourhood's vibrant and eclectic character. The area is safe and lively, both day and night, with street art and a strong pedestrian focus.

Heritage and character buildings have been adapted to provide high amenity housing and commercial opportunities. Lower scale residential and commercial buildings along City Road and

---

1 Vision, page 12.
Boundary Street ensure that the precinct is well integrated with its neighbours.

Montague is well linked to the CBD and surrounding areas. Light rail, as well as high frequency buses make it easy to connect with friends, family and employment destinations.

Ferrars Street provides a pleasant walking and cycling connection to the South Melbourne Market as well as the Yarra River and South Wharf precinct. There are also strong links to Sandridge and Lorimer, as well as Albert Park, with its major recreational and sporting facilities.

The open space near the corner of Buckhurst and Ferrars Street is a key landscape asset for the precinct, connected to a series of public spaces and the Buckhurst Street green spine.

A community hub, co-located with the Primary School in Ferrars Street, is a focus for the local community. It is supported by another community hub co-located at the Montague Continuing Education Centre.

The Buckhurst Street green spine connects these two hubs with a series of complementary activities, creating the heart of Montague through an activated public realm. Montague’s southern neighbourhood has been established as a diverse and family friendly community.

Buckhurst Street is safe, pleasant and tree lined, with strong cycling and walking connections to Bay Street, Port Melbourne and the City. It is a cosmopolitan destination for retail and dining, providing a focus for community interaction.²

OVERARCHING GUIDANCE IN THE MUNICIPAL STRATEGIC STATEMENT

2. The proposed MSS articulates general principles across the four precincts of Fishermans Bend to inform preferred character, including

² Vision, pp. 16 – 17.
the directions for distinctive neighbourhoods, diverse typologies, transitioning and graduation of heights, enhancement of laneways, and social interaction between the public and private realms.

3. Such statements of principle and direction include:

(a) *The Fishermans Bend Urban Renewal Area is an area that will transition towards a higher density built form that will vary across each precinct to include a range of building typologies, including infill, row, shopstop, courtyard, perimeter block and podium-tower development.*

(b) *Ensure higher built form areas within the Fishermans Bend Urban Renewal Area transition effectively to low-rise areas immediately surrounding the urban renewal areas.*

(c) *Protect and enhance the built form, character and function of laneways and the laneway system as a significant element of the City’s built form.*

(d) *Ensure new development reinforces or reinstates and extends the fine grain pattern of streets and lanes.*

(e) *Achieve a graduation in building scale and massing between areas of medium and higher density development within activity centres to the traditional low-rise, fine grain scale of established residential areas.*

(f) *Ensure that new development at increased densities provides a transition in scale to any adjoining lower-rise development.*

---


5 Ibid., p.5.

6 Ibid., p.5.

7 Ibid., p. 6.

8 Ibid., p. 6.
(g) Ensure new development provides opportunities for higher density development, a varied urban form and good pedestrian amenity.\textsuperscript{9}

(h) Ensure that the development achieves design excellence through best practice urban design, landscape architecture and architecture.\textsuperscript{10}

(i) Ensure development contributes to the preferred future character and creation of distinct neighbourhood precincts.\textsuperscript{11}

(j) Deliver diversity of built form typologies, including low, medium and high rise buildings at a range of densities to provide housing diversity to support the creation of a diverse and inclusive community.\textsuperscript{12}

(k) Encourage opportunity for social interaction at interfaces between the public and private realms, and spaces and facilities within multi-storey residential developments.\textsuperscript{13}

(l) Ensure a variety of built form typologies are delivered, including low, medium and high rise buildings at a range of densities.\textsuperscript{14}

**MONTAGUE**

4. The expectation of distinct character and identity is restated in clause 21.06 and identifies the preferred character and built form typology for Montague, incorporating two distinctive neighbourhoods:

*Montague: Mixed use development with shops and businesses providing active street edges and a high quality public realm throughout. Fine grain built form and laneways and through*

\textsuperscript{9} Ibid., p. 7.

\textsuperscript{10} Ibid., p. 7.

\textsuperscript{11} Ibid., p. 7.

\textsuperscript{12} Ibid., p. 7.


\textsuperscript{14} Clause 21.06-8, 'Key Planning Challenges', *Port Phillip Planning Scheme* (Document 66c), p.30.
block links provide permeability and connectivity through street blocks. Heritage buildings are retained and integrated into development. The Route 109 tram line defines two distinctive neighbourhoods, Montague North and Montague South.

Within Montague South, Buckhurst Street is the heart of the neighbourhood and the primary focus of commercial and civic amenity. Buckhurst Street is anchored by community hubs and creates a high amenity, linear green spine through the precinct, which accommodates the Bay Street to City bike connection. An Education and Community Hub and open space is located at Ferrars and Buckhurst Street as a primary anchor for the precinct. The network of laneways is enhanced and lower scale of development along City Road and Boundary Street creates a transition to neighbouring parts of South Melbourne and Port Melbourne.

Montague North has a high quality civic spine along Normanby Road with active frontages. Normanby Road is transformed into a landscaped, pedestrian friendly boulevard which provides a key cycling connection through the precinct. The new ‘Montague North Park’ open space located at the intersection of Montague Street and Munro Street is addressed by active frontage development. A Sports and Recreation Hub (or part of cluster) is delivered as part of mixed use development, located within the ‘investigation area’ north of Normanby Road.15

5. Normanby Road, Montague Street and Buckhurst Street are nominated as defined retail areas with primary and secondary frontages. The MSS contemplates the following general principles for these streets:

(a) Ensure buildings present an appropriate human scale and detail to the street frontages.16

(b) Ensure that the design of buildings and public spaces supports a safe and attractive public environment.\textsuperscript{17}

(c) Encourage the provision of weather protection in retail and commercial areas.\textsuperscript{18}

(d) Encourage active street frontages at ground floor level in retail and mixed use areas:

- Retail areas, through predominantly clear glazing from footpath level to a height of 2 metres with pedestrian entries at least every 15 metres (every 6-10 metres within the Fishermans Bend Urban Renewal Area).

- Commercial and mixed use areas, through at least 50\% clear glazing between a height of 1 metre and 2 metres above footpath level with pedestrian entries at least every 30 metres (every 10-25 metres within the Fishermans Bend Urban Renewal Area).

- Within the Fishermans Bend Urban Renewal Area residential entrances should be no wider than 4 metres on primary active streets.

(e) Encourage integrated urban art in the design of all new development.

**Montague South**

6. In relation to Montague South, clause 21.06 provides the following character guidance:

Montague South is distinguished by its laneways and adaptive reuse of heritage buildings, and fine grain built form character of development. The neighbourhood is established as a diverse and family friendly community. Live/work apartments (SOHO) opportunities are provided. Parks and community hubs, and

\textsuperscript{17} Id.

\textsuperscript{18} Id.
high amenity streets provide high quality social spaces to gather, relax and connect. The area is characterised by a diverse range of small-medium sized businesses, co-working spaces, small creative businesses and studios that contribute to the identity of the area.\(^{19}\)

7. Key outcomes for Montague South include encouraging:

(a) infill, row/terrace and shoptop housing. Perimeter block, hybrid or podium/tower development is supported in core locations;

(b) low to mid rise built form of up to 8 storeys is preferred, except in the ‘core’ where a preferred maximum height of 12 or 20 storeys applies. Low rise, mandatory maximum 4 storeys is provided at City Road and Boundary Street interfaces;

(c) new laneways to complete ‘missing links’ between primary and secondary active frontages/retail streets and provide rear/side lane access to buildings;

(d) smaller building footprints to add to the fine grain character;

(e) commercial/retail uses at ground level to activate streets;

(f) continuation of built form to create defined street edges with upper level setbacks providing for outlook and internal amenity and protecting amenity of streets and laneways.\(^{20}\)

\(^{19}\) Clause 21.06-8, ‘Vision’, Port Phillip Planning Scheme (Document 66c), pp.33 - 34.

\(^{20}\) Ibid., p. 34.
MONTAGUE SOUTH SUB-PRECINCTS

8. Clause 21.06-8 includes a map of sub-precincts within Fishermans Bend which delineates areas within Montague as follows:

9. The following outlines the preferred character elements within each sub-precinct of Montague South. They are sourced from Table 1 in clause 21.06-8\textsuperscript{21} and the DDO.

\textsuperscript{21} Ibid., pp. 34 – 35.
The preferred character elements of M2 are:

(a) Generally a mid-rise scale of development with opportunities for additional upper levels that are visually recessive from the street and which protect solar access to the existing school site (MSS).

(b) Preferred maximum height of 8 storeys (DDO).

Franklin Street Apartments, CBD (Street character)
West End, Glebe, Sydney – sales commenced (Street character, building typology)\textsuperscript{22}

Macaulay Road, North Melbourne (Street character, adaptive re-use)

\textsuperscript{22} http://taihao.com.au/property/%E3%80%90glebe%E3%80%91west-end-residences-%E7%B2%BE%E5%93%81%E5%85%AC%E5%AF%91%E9%A1%B9%E7%9B%AE-%E6%82%A6%E4%BA%AB%E8%89%BA%E6%9C%AF%E7%94%9F%E6%B4%BB/
Area M3

11. The preferred character elements of Area M3 are:

(a) Hybrid developments of mid-rise perimeter blocks and tower developments.

(b) Adaptive reuse of heritage building elements.

(c) Activation of City Road through a diversity of fine-grain street frontages nominally 6-10 metres wide.

(d) Preferred maximum height of 99.8m (24 storeys) / unlimited

Area M3: precedent examples

La Trobe Street, Melbourne (Typology - Hybrid developments / adaptive re-use)
Area M4

12. The preferred character elements of Area M4 are:

(a) Generally a mid-rise scale of development with opportunities for additional upper levels that are visually recessive from the street and do not result in podium-tower forms.

(b) A variety of street wall heights between 4 and 8 storeys to contribute to architectural diversity within the street.

(c) Adaptive reuse of existing heritage and characterful buildings.

(d) Preferred maximum height of 29.4m (8 storeys) / unlimited

Area M4: precedent examples

Kerr Street, Fitzroy (Street character, building typology)
The Commons, Brunswick (Street character, typology)

Gore Street Fitzroy (Street character, adaptive re-use)
13. The preferred character elements of Area M5 are:

(a) A range of mid-rise and tower buildings, including hybrid developments on larger sites.

(b) Well-spaced, slender towers that provide sunlight access to streets and neighbouring residences.

(c) Location and design of towers to minimise overshadowing of Buckhurst Street spine.

(d) Activation of new laneways.

(e) Lower street wall heights on the north of Buckhurst Street spine

(f) Preferred maximum height of 42.2m (12 storeys) / 67.8m (20 storeys)

*Area M5: precedent examples*

377 Spencer St, West Melbourne – sales commenced (Street character, typology, adaptive re-use) 23

West End, West Melbourne – sales commenced (Street character, typology)

Bonython Tower, Gosford (Street character, typology)²⁴

14. The preferred character elements of Area M6 are:

(a) Low-rise development that responds to the context and character of the adjacent low-rise neighbourhoods.

(b) Maximum height of 15.4m (4 storeys)

---

*Area M6: precedent examples*

Roden Street, West Melbourne (Street character, typology)\(^{25}\)

---

MONTAGUE NORTH

15. A preferred character is also identified for Montague North:

Montague North is a gateway to Fishermans Bend from the CBD, Southbank and Docklands. It establishes a relationship and transition to the eastern part of Sandridge, as well as Montague South, with excellent walking and cycling links to adjoining precincts. Commercial and some retail and community activities are located within podium and upper levels of mixed use buildings. Businesses are attracted in particular by proximity to nearby commercial and cultural activities, and high quality, high amenity public realm.\(^{26}\)

16. Key outcomes for Montague North include encouraging:

(a) tower and hybrid development. Preferred maximum heights of 20 storeys. Towers are well spaced to provide for outlook and internal amenity with setbacks to protect amenity of streets and laneways;

(b) buildings that are setback from the street boundary at ground level to create forecourts, courtyards and landscaping at building entrances. Podium street wall heights respond to street width.

(c) heights, location and position of towers that allows for sunlight access to the southern side of Normanby Road at September equinox;

(d) laneways and through block links to facilitate connection to the tram and neighbouring precincts.\(^{27}\)

17. Montague North contains one sub-precinct, the preferred character of which is sourced from Table 2 of clause 21.06-8 and the DDO.\(^{28}\)

\(^{26}\) Clause 21.06-8, ‘Vision’, Port Phillip Planning Scheme (Document 66c), p. 35.
\(^{27}\) Id.
\(^{28}\) Id.
Area M1

18. The preferred character elements of Area M1 are:

(a) Hybrid developments of mid-rise developments, perimeter blocks and tower developments.

(b) Slender towers located to minimise overshadowing impacts on the Normanby Road boulevard.

(c) Provision of private and communal open space within development with good access to sunlight to provide high levels of amenity for residents and workers.

(d) Activation of the Normanby Road through a diversity of fine-grain frontages, nominally 6-12 metres wide.

(e) Activation of new north-south connections that connect to Normanby Road boulevard through a diversity of fine-grain frontages, nominally 4-8 metres wide.

(f) Lower street wall heights along the north side of Normanby Road to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the boulevard.

(g) Preferred maximum height of 67.8m (20 storeys) / 80.6 (24 storeys) / 23m (6 storeys north of park)

Area M1: precedent examples
Arden Gardens, North Melbourne – sales commenced (Street character, typology)

377 Spencer St, West Melbourne – sales commenced (Street character, typology, adaptive re-use)